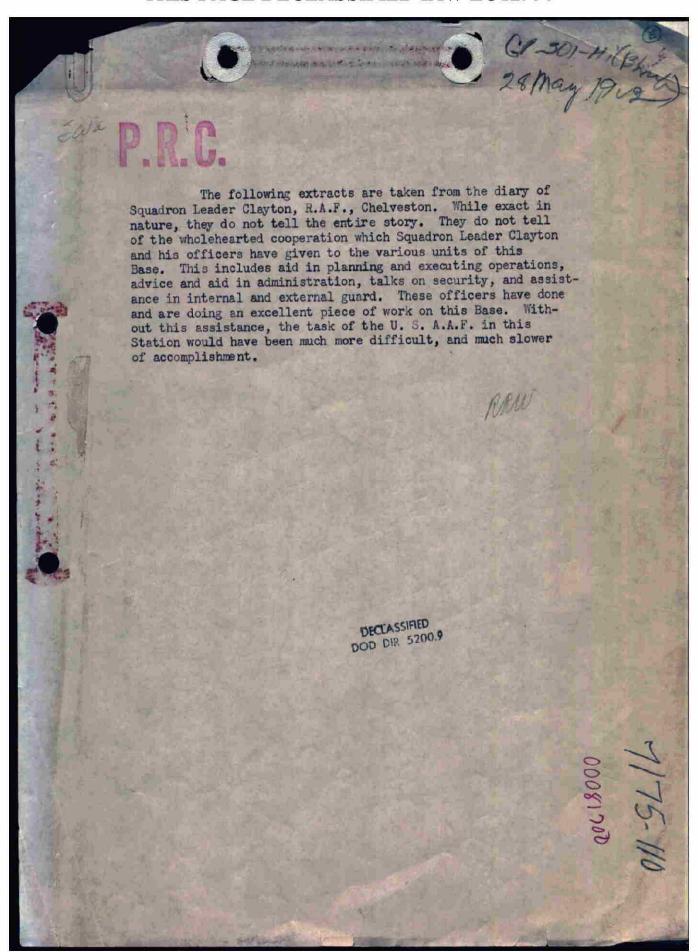


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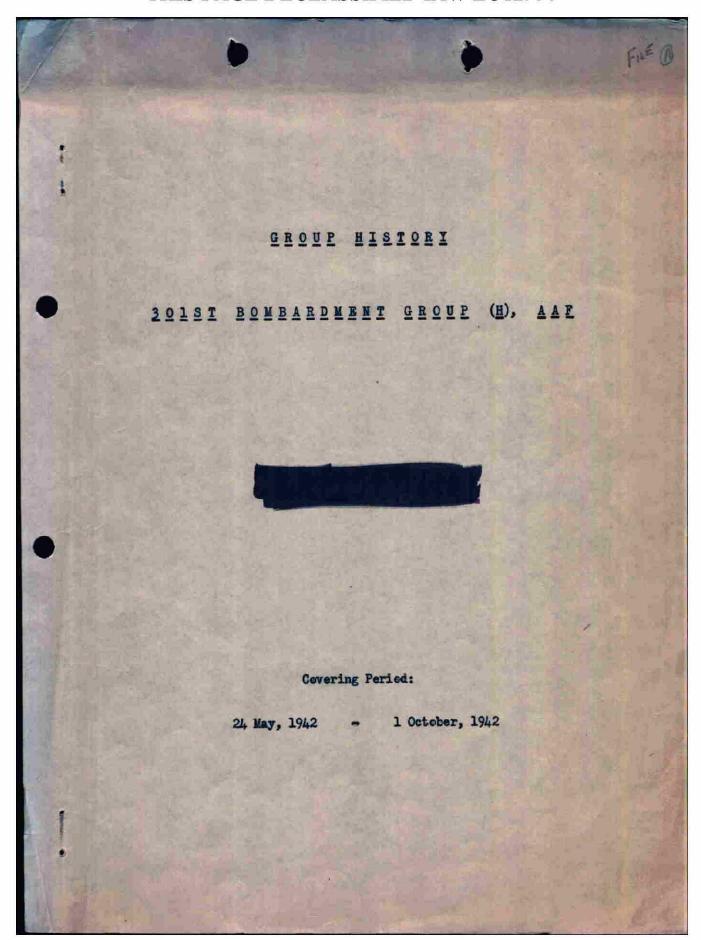
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THE RESERVE OF THE PARTY.	No. 1 War Diary Sqdn
Month	of June ,1942. Prepared by (name, rank, unit.)
DAY	EVENTS
10	Colonel Hooker, 93 officers and 727 other ranks of the United States Army Air Corps arrived at the R.A. F. Station, Chelveston.
11	Colonel Duncan of the U.S. A.A.C. visited and inspected the station.
15	General Eaker of the U.S. A.A.C. visited and inspected the camp. Major Kincaid assumed command of the United States Army Air Corps stationed at Chelveston
18	The film "Next of Kin" shown to all personnel, including American, on the base.
27	Mr. Winant (American Ambassador) accompanied by General Eaker and Major General Spaatz of the U.S. A.A.C. visited and inspected the camp.

Sheet	No. 2 War Diary Sqdn
Month	of July ,1942 . Prepared by
	(name, rank, unit.)
DAY	EVENTS
7	Four American Douglas D.C3 arrived from R.A.F. Station, Prestwick.
20	Fourteen American Douglas D.C3 arrived from R.A.F. Station Prestwick,
25	Twelve American Douglas D.C3 arrived from R.A.F. Station, Prestwick.
26	Eleven American Douglas D.C3 arrived from R.A.F. Station, Prestwick.
28	Eleven American Douglas D.C3 arrived from R.A.F. Station, Prestwick.
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Sheet	No. 3 War Diary Sqdn
Month	of August ,194 2 . Prepared by (name, rank, unit.)
DAY	EVENTS
1	The United States Army Air Corps assumed responsibility for rationing of all R.A.F. personnel.
7	60th Transport Group, U.S. A.A.C. left Chelveston.
9	Nine Fortress Aircraft of 419 and 352 U.S. A.A.C. Bomber Squadr on arrived at Chelveston
11	Ten Fortress Aircraft of 419 and 352 U.S. A.A.C. Bomber Squadron arrived at Chelveston.
13	Lord Trent and Air Vice Marshall Sir Oliver Swann visited Chelveston.
16	Seven Fortress Aircraft of 353 U.S. A.A.C. Bomber Squadron arrived at Chelveston.
17	Colonel Walker assumed command of the U.S. A.A.C. at Chelveston vice Colonel Malone.
18	115 Officers, 1 Warmant Officer, and 1395 enlisted men arrived at Chelveston Station consisting of the following units:- Hq & Hq Squadron, 301st Bombardment Group; 32nd, 419th, 352nd, and 353rd Bombardment Squadron; Hq & Hq Squadron, 325th Service Group; 51st Signal Company; 762nd Ordnance Company; 7 Officers and 106 enlisted men arrived at Satellite Station Poddington, of the 646th Quartermaster Company.
22	38th Base H.Q., U.S. A.A.C. departed from Chelveston.
26	Eight Fortress Aircraft of the U.S. A.A.C. Bomber Squadron arrived at Chelveston.



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HISTORY OF THE GOLST BOMBARDMENT GROUP (H) AAF

On May 28, 1942 the Air Echelon of the 301st Bombardment Group moved from Geiger Field, Washington to Muroc Gunnery and Bombing Range where a period of twenty days was spent in intensive bombing and gunnery training.

During the stay at this temporary station instruction was received for one squadron to proceed to San Diego, California for one week's coastal patrol duty. The 353rd Bomb Squadron was selected and the 352nd Bomb Squadron followed. The latter were called back when orders were received for another change of station.

All aircraft took off June 14, 1942 for Alamogordo, New Mexico. Upon arrival at Alamogordo orders were issued for another change of station. Nothing other than routine training flights and a couple of bombing missions were performed; the major portion of the time was devoted to preparation for movement.

At Alamogordo the Ground Echelon acquired a black chow puppy: Alamo Go-Go. Go-Go has a service record which states that he enlisted as a Private June 1, 1942, was promoted to Private First Class on June 8 at which time he was also given a Specialist Rating of AM 1st Class in Engineering, was made Corporal on June 18, and was promoted to the rank of First Sergeant on August 25. Go-Go's Army Serial Number is 00-1. He enlisted to serve for Life and his footpriats are recorded in the back of his service record. Go-Go's amorous inclinations once got him into trouble. While he was Corporal an order was issued for his demotion to the rank of Private, the reason being "Attempted rape". However,

the order was recinded.

On June 11, 1942 the Ground Echelon departed from Alamogordo, New Mexico for Richmond, Virginia, arriving on June 21, 1942.

The Air Echelon departed Saturday morning June 20, 1942 for Brainard Field,
Hartford, Connecticut. On June 20, 1942 Headquarters Squadron, the 353rd Bomb
Squadron, and the 419th Bomb Squadron arrived at Scott Field, Illinois at
approximately 1330 hours. Clearances could not be obtained until June 22
because of a bad front. All of the aircraft left Scott Field at approximately
0900 hours on the 22nd and arrived at Brainard Field at approximately 1400 hours.

Meanwhile the 32nd Bomb Squadron and the 352nd Bomb Squadron had proceeded from Alamogordo to Bowman Field, Louisville, Kentucky. Upon landing, Lt. Shelley of the 32nd Bomb Squadron overshot the runway and went through a fence. No one was injured and there was only minor damage to the aircraft. On June 21 these two squadrons took off for Brainard Field. The 32nd Bomb Squadron proceeded on to their new station but the 352nd Bomb Squadron landed at Mitchell Field, N. Y. and continued on to Brainard Field on June 22.

A period of eighteen days was spent at Brainard Field during which time training of our group and the 14th Fighter Group was coordinated for the purpose of pursuit and heavy bombardment practice. On June 29 orders were received for the Air Echelon to proceed from Brainard Field to Westover Field, Mass.

An advance echelon was sent out by air on the same date, and included

-3-

Captain Raymond Robinson and his combat crew, Captain Lowell Jameson, Master Sergeant Coleman, and Master Sergeant McKenzie. The remaining aircraft and personnel proceeded to Westover Field on the following day.

An advanced training program was immediately set up for the purpose of training combat crews in flying procedure and all other pertinent data concerning flying in The British Isles. Wing Commander Pollock visited the field observing the progress and offering suggestions which would enable a closer and more advantageous cooperation between our group and the R. A. F.

A great deal of our training was devoted to the coordination of the fighter planes of the 14th Fighter Group and our heavy bombers. Cross country flights, over water flights, and many other difficult types of flying which would be encountered in the future were incorporated in the training program.

On July 9, 1942 we received our first allottment of B 17-F airplanes from The Middleton Air Depot and The San Antonio Air Depot. On July 16 we received our last shipment of B 17 Fs which brought the 301st up to full strength.

Colonel Walker's airplane, "The Avenger", which was donated by voluntary contributions of the readers of The Hearst newspapers, was traded for a B 17-F Air Corps Number 41-24346 on July 9, 1942. Upon departure from Westover "The Avenger" was reassigned to the 92nd Bomb Group (H) which was moving into our place at Westover Field.

On July 21 the first airplanes of the 419th Bomb Squadron took off for overseas destinations, and were followed by the 352nd Bomb Squadron, the 353rd Bomb Squadron, and the 32nd Bomb Squadron.

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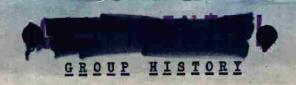
Thirteen officers and twelve enlisted men were left behind to continue with the 60th Troup Carrier Group. These officers and men left Westover Field August 5, 1942 and arrived at Chelveston Aerodrome on August 16, 1942.

The route which our airplanes flew from Westover Field was via Presque Isle,
Maine, Goose Bay, Newfoundland, EW 1 in Greenland to Indigo (Iceland), then to
Prestwich (Scotland) and on to Chelveston (England) Some of the first airplanes
proceeded to Bovingdon before being sent to their permanent station at Chelveston.
All of the airplanes of the 419th Bomb Squadron and several airplanes of the
various other squadrons arrived at Chelveston on August 15, 1942.

The only mishap encountered was at BW 1 (Greenland). A strong wind blew the tail of Lt. Sylvester's airplane into a P 38 which was despersed nearby. The stabilizer of Lt. Sylvester's airplane was damaged to the extent that it was impossible for the crew or air base unit stationed there to make the necessary repairs. Lt. Sylvester and five members of his crew returned to The United States to pick up another airplane.

Lt. Colonel Gormly and his crew became elegible for The Blue Nose Club while flying between Iceland and Prestwick. They were ordered to fly north of the Arctic circle for the purpose of taking pictures of a proposed site for an aerodrome. Colonel Gormly's crew consisted of 2nd Lt. Roy Ellis, 2nd Lt. Carter, 2nd Lt. John Rogers, M/Sgt. Niece, M/Sgt. Bowersox, S/Sgt. Isaac, Sgt. Geyer, and Sgt. Hudson.

Another interesting note is that a C 53 piloted by 1st Lt. Howard while flying from BW 1 to Indigo was lost for four hours and flew several miles north of the Arctic circle. Several members of the 301st Group were passengers on Lt. Howard's airplane.



301ST BOMBARDMENT GROUP (H), AAF

The Air Echelon of the 301st Bombardment Group was formed in order to make possible the actual participation of the planes, pilots, and crews in practical combat training tactics. Due to the lack of air transportation facilities, a selected skeleton personnel accompanied the Air Echelon. The remainder of the group was known as The Ground Echelon.

The Troop Trains of the Ground Echelon left Geiger Field, Washington, on Sunday, May 24, arriving in Alamogordo, New Mexico, on May 28.

The Alamogordo Bombing and Gunnery Range is situated just outside the town of Alamogordo, on the edge of the Great White Sands Desert, America's albino Sahara.

On Friday morning May 28, the Air Echelon, under the command of Lt. Colonel R. R. Walker, departed from Geiger Field for Muroc Bombing and Gunnery Range at Muroc, California. The early facilities at Muroc were on the primitive side: desks were shelves built against the walls, and chairs were old orange crates donated by the Mess Hall. Later, complete office equipment arrived from Alamogordo. The twenty day stay at the temporary station was spent in off-shore patrol in search of an expected Japanese carrier, and in intensive gunnery and bombing practice. For part of the period two squadrons were based at San Diego, California, for coastal patrol duty. The 352nd Bombardment Squadron went first, and





the 353rd followed. The latter was called back when movement orders for another change of station were received.

All aircraft took off June 14 for Alamogordo, arriving early in the evening. It was Flag Day. All but the necessary ten per cent of the personnel of the Ground Echelon were parading in Alamogordo when the planes arrived. Orders were issued that all personnel return to the field immediately following the completion of the parade. Shortly after the arrival of The Air Echelon, orders were issued for another change of station. Nothing other than training flights and a couple of bombing missions were performed; the major portion of the time was devoted to preparation for movement.

The addition of white sand and cacti greatly improved the appearance of the barracks, and there was an elaborate arrangement of stones, sand, and desert plants in front of Group Headquarters. The 419th Bombardment Squadron bought a donkey for fifteen dollars, and Group Headquarters acquired a black chow puppy: Alamo Go-Co. Go-Co has a service record which states that he enlisted as a Private June 1, 1942, and was promoted to Private First Class on June 8, at which time he was also given a Specialist Rating of AM First Class in Engineering. He was made a Corporal on June 18, and was promoted to the rank of First Sergeant on August 25. Go-Go's amorous inclinations almost got him into trouble once; while he was Corporal, an order was issued for his demotion to the rank of Private, the reason being "Attempted Rape". However, the charge was dropped.





At Alamogordo announcement was made that the Commanding Officer of the Group, Lt. Colonel R. R. Walker, had been promoted to the rank of Colonel. This order was effective March 1, 1942.

On June 17 The Ground Echelon departed from Alamogordo, New Mexico, via rail, arriving at The Army Air Base, Richmond, Virginia, on June 21.

The Air Echelon left Alamogordo Saturday morning, June 20, for Brainard Field, Hartford, Connecticut. On June 20 Headquarters Squadron, the 353rd Bombardment Squadron, and the 419th Bombardment Squadron arrived at Scott Field, Illinois, at approximately 1330 hours. Clearance could not be obtained until June 22 because of a bad weather front. All of the aircraft of these three squadrons left Scott Field at approximately 0900 hours on the 22nd and arrived at Brainard Field at approximately 1400.

Meanwhile, the 32nd Bombardment Squadron and the 352nd Bombardment Squadron had proceeded from Alamogordo to Bowman Field, Louisville, Kentucky. Upon landing, Lt. Shelley of the 32nd squadron overshot the field and went through a fence. No one was injured, and there was only minor damage to the aircraft. On June 21 these two squadrons took off for Brainard Field. The 32nd squadron proceeded to their new station, but the 352nd squadron landed at Nitchell Field, New York, and continued on to Connecticut on June 22.

Eighteen days was spent at Brainard Field, during which time training of the 301st Bombardment Group and the 14th Fighter Group was





coordinated for the purpose of preparation for the projected trip across the Atlantic; the 301st was to be escort and protection for the P-38s who were going unarmed, and were also to carry additional gasoline. On June 29, orders were received for the Air Echelon to proceed from Brainard Field to Westover Field, Chicopee Falls, Mass.

An advance echelon was sent out by air on the same date and included Captain Raymond E. Robinson and his combat crew, Captain Lowell

Jameson, Master Sergeant Samuel Coleman, and Master Sergeant Archie J.

McKenzie. The remaining aircraft and personnel proceeded to Westover Field on the following day.

At Westover Field an advanced training program was set up for the purpose of training combat crews for the hazardous trip across the sea and for all other pertinent practices concerning flying in the British Isles. Wing Commander Pollock of the R.A.F. visited the field observing the progress and offering suggestions which would enable a closer and more advantageous cooperation between the 301st Bombardment Group and the R.A.F.

A great deal of the training was devoted to the coordination of the fighter planes of the 14th Fighter Group and our heavy bombers. Cross country flights, over-water flights, and many other difficult types of flying which would be encountered in the future combat zone were incorporated in the training program. Special emphasis was placed on the P-38s¹ dependency on our protection, navigation, and guidance to the other side.

On July 9, 1942, the 301st received their first allotment of





B-17 F airplanes from The Middleton Air Depot and from The San Antonio
Air Depot. On July 16 the last shipment of B-17 F airplanes brought the
301st up to full strength. The B-17 E's had been turned over to the 306th
Group which was moving into our place at Westover Field.

Colonel Walker's airplane, "The Avenger", which had been donated by voluntary contributions of the readers of "The Seattle Post-Intelligence", was traded for a B-17 F Air Corps Number 41-24346 on July 9. Upon departure from Westover Field "The Avenger" was also assigned to the 306th Bombardment Group.

While the Air Echelon had been training in New England states, the Ground Echelon was established at Richmond, Virginia. The 301st Bombardment Group was the first group to be stationed at the new air field. Captain W. C. O'Dowd was the Commanding Officer of this echelon. The Ground Echelon was in the South three weeks and then were transferred to Fort Dix, New Jersey, prior to embarkation for foreign service.

Last minute changes in the personnel of the Air Echelon made it necessary for a large number of the enlisted personnel—and several of the officers—to join the Ground Echelon at Fort Dix. They flew down from Westover Field by air transport, arriving at Fort Dix on July 20. At Fort Dix final preparations for overseas service included physical examinations, completion of immunization shots, filling of clothing and equipment shortages, gas mask and pack drills, and markmanship training.

With The Air Echelon, on July 21 the first airplanes of the 419th





squadron took off for overseas destinations, and were followed by the 352nd Squadron, the 353rd Squadron, and the 32nd Squadron—in that order. Thirteen officers and twelve enlisted men were left behind at Westover Field to continue operations. They left Westover Field with the 60th Troop Carrier Group on August 5, 1942, and arrived at Chelveston Aerodrome on August 16.

The route from Westover Field was via Presque Isle (Maine),

Goose Bay (Newfoundland), "BW 1" (Greenland) to "Indigo" (Iceland), then

to Prestwick (Scotland), and on to Chelveston (England). Some of the

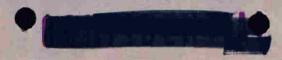
first airplanes stopped at Bovington before being sent on to their permanent station at Chelveston. All of the airplanes of the 419th Bombardment

Squadron and several airplanes of the various other squadrons arrived at

Chelveston on August 15.

There were two mishaps. AT "BW 1" a strong wind blew the tail of Lt. Sylvester's airplane into a nearby P-38. The stabilizer was damaged to the extent that it was impossible for the crew or base unit stationed there to make the necessary repairs. Lt. Sylvester and five members of his crew returned to the United States to pick up another airplane. In a flight of one B-17-F and four P-38s, en route from Goose Bay to "BW 1", one P-38 had been following at quite a distance in the rear. The flight was low over the water, under an overcast. Rising over the overcast all of the planes proceeded to a given altitude. The trailing P-38 failed to join the others, and upon radio contact the pilot replied that he would be up shortly. There was no further communication, and despite a careful search no trace of the plane was ever found.





It. Colonel Sam Gormly and his crew became elegible for "The Blue Nose Club" while flying between Iceland and Prestwick. They were directed to fly North of the Artic Circle for the purpose of taking pictures of a proposed aerodrome site. Colonel Gormly's crew consisted of 2nd Lt. Roy Ellis, 2nd Lt. Carter, 2nd Lt. John Rogers, M/Sgt Niece, M/Sgt Bowersox, S/Sgt Isaac, Sgt Geyer, and Sgt. Hudson.

A Douglas C-53 of the 35th Squadron, 60th Troop Carrier Group, piloted by 1st Lt. Howard, while flying from "BW-1" to "Indigo" was lost for four hours and flew several miles north of the Artic Circle. Members of the 301st Group who were passengers on Lt. Howard's airplane included 1st Lt. Simmen, 2nd Lt. Nenney, M/Sgt Archie J. McKenzie, M/Sgt Mayton, M/Sgt Harold Henderson, and T/Sgt Michael Pillitteri.

By this time it was possible to get a fairly good perspective of the many personnel changes, advancements, and movements of officers, some of which are listed below.

With the Air Echelon: Captain Sam Gormly, Operations Officer, who had been left behind in the hospital in St. Louis when the Air Echelon moved East, joined the Group a few days later in Hartford, Connecticut. At Hartford his promotion to the rank of Major was announced, and effective August 1st Major Gormly was promoted to the rank of Lt. Colonel. . . Major Rufus R. Rand, who had been Commanding Officer of the Ground Echelon in Alamogordo, joined the Air Echelon there as Executive Officer plus his duties as Intelligence Officer. . . Captain Edmund T. Brigham, who had been





Intelligence Officer with the Air Echelon in Muroc, continued with the Air Echelon from Alamogordo to Westover Field, Chicopee Falls, Mass., as Assistant Intelligence Officer. From Westover Field Captain Brigham was in charge of the transfer of personnel sent by transport to Ft. Dix, N. J. to accompany the Ground Echelon. . . Lt. Lowell Jameson, Communications Officer, was also at Muroc, and continued with the Air Echelon from California to Alamogordo, Hartford, Connecticut, and on to Westover Field. On July 27 Lt. Jameson was promoted to the rank of Captain. . . Major Samuel W. Agee, Commanding Officer of the 353rd Squadron, remained with the Air Echelon from Geiger Field to the overseas destination. August 1, 1942, Major Agee was commissioned Lt. Colonel and became executive officer of the Group at ETCUSA.

With the Ground Echelon: Captain W. C. O'Dowd and Captain M. A. Kempton both received their promotions to the rank of Major while stationed at Ft. Dix, N. J.

Meanwhile, on August 4 an announcement was made in the various squadrons at Fort Dix, N. J., that the Ground Echelon—plus that part of the Air Echelon which was accompanying them—was to leave that evening and the following morning for the port of embarkation. The two troop trains left at 10 P.M. and at 2:45 A.M. At Newark the troops were transferred to ferries which transported them to Bayside, Long Island.

At Bayside "The Uruguay", a former South American luxury liner, was being loaded with supplies. Originally reconditioned as a troop ship to accommodate 4,500 soldiers, over 7,500 were on board when "The Uruguay"





sailed early Thursday morning. "The Uruguay" was part of the largest convoy ever to cross the Atlantic. Saturday morning land was sighted at Nova Scotia. "The Uruguay" anchored in the harbor at Halifax around noon Saturday, August 8, and remained until Sunday morning.

The voyage was uneventful: no enemy submarines or airplanes were sighted. Recreation was limited, consisting of recordings played over the Public Address system and an amateur entertainment which was held on Saturday evening, August 15. "The Uruguay" docked at Swansea, Wales, on Tuesday, August 18.

Group Headquarters and the 32nd Squadron disembarked first and boarded the waiting troop train. The first trains arrived in Higham Ferrers station around midnight. There they were met by lorries which transported the troops to the Chelveston aerodrome. At the field a late mess had been prepared for the men. The 419th squadron followed the 32nd. The 353rd Squadron disembarked August 19 at 5 A.M., arriving at Chelveston early in the afternoon of the same day.

The Ground Echelon of the 352nd Squadron proceeded to Podington, a satellite field of Chelveston. They arrived early on the morning of the 20th and were joined by the Air Echelon of the same squadron on the following day. The purpose of the move was to attempt the independent operation of a satellite field.

Chelveston Station in its early stage of operation was used as a





gunnery school for English combat crews. It subsequently became a reception center for American troops under the operation of the R.A.F. Finally it was taken over as an operational field when Colonel R. R. Walker became Base Commanding Officer as well as Commanding Officer of the 301st Bombardment Group on his arrival at the new station. A cadre of R. A. F. personnel was left on the field in an advisory and training capacity, and to assist in the transition of the American troops to the English methods which were to be employed.

August 10, 1942, Major William H. B. Goodwin, Captain Gordon
Sarre, Captain Ludwig F. Cranford, and Lt. E. A. Derby were assigned to Chelveston as the Intelligence Staff to replace Major R. R. Rand, Captain E. T.
Brigham, and Lt. M. T. Nichols while the latter were attending British Intelligence schools. Major Goodwin was transferred to 1st Bomb Wing by orders on September 12; the other three new Intelligence officers remained as permanent members of the Intelligence staff of the group. Effective August 5,
Captain Brigham was promoted to the rank of Major.

Some supplies and equipment had arrived on August 23rd, so the following two weeks were spent in organizing the field for immediate operation.

September 4 S/Sgt Harold W. McClure, Private First Class Vaughn
L. Turner, and Private First Class Edwin W. Stanfield were sent to Bedford
for a two day practical course at The Royal Observer's Corps.





On the evening of September 4 orders were received for the first actual mission to be participated in by the 301st Bombardment Group. The mission was scheduled for September 5. The main target was The Marshalling Yards at Rouen on the west side of the Seine. The secondary target was the Le Trait Submarine Works, one-half miles from the city of Le Trait. The last resort was The Tricqueville aerodrome, twenty-one miles west of the primary target.

The 419th and the 352nd Squadrons were selected for the first mission. (Note: Complete list of all combat crews for each plane on all accomplished missions to date will be found in the appendix.) The 419th supplied seven airplanes and the 352nd supplied five airplanes. These were to join 16 airplanes of the 97th Group and were to be protected by English fighters. The take-off was at approximately 0822-0826 hours. The route was: Base - Polebrook - Leicester - Farnborough - Beachy Head (the rendezvous point) - St. Valery - Elbeonf - Rouen - St. Valery - Beachy Head - Farnborough - Base.

Major Quentin T. Quick's airplane (419th Squadron) turned back at the coat because of engine and turret trouble, and Lt. Condy's airplane, (also of the 419th) was forced to return from mid-channel for the same reason. Ten of our planes actually attacked the target. No enemy aircraft were claimed destroyed, but the bombing results were considered most satisfactory.

The second mission was accomplished the following day, September 6.

The route was: Base - Nottingham - Farmborough - Dungeness - 6 miles South

of Boulogne - St. Omer/Longuesse (Target) - Gravelines - North Forland - Foul-





ness Point - Base. The rendezvous point with the 97th Group and British fighter protection was at Dungeness. Seven airplanes of the 352nd and 6 airplanes of the 419th started on the mission. Eleven planes attacked the primary target of St. Omer/Longeuness; 2 attacked the secondary target of St. Omer/Fort Rouge. One aircraft of the 352nd had No. 1 engine fail, due to gas shortage, and one aircraft failed to take off due to No. 4 engine trouble. Results generally were unobserved, only one burst near the primary being confirmed. No enemy aircraft were destroyed.

The following commendation was issued on September 6, 1942:

"The Group Commander wishes to commend the fine spirit of all personnel participating in the recent operation, not the least of which was the hard work and cooperation of servicing crews forced to work under difficult conditions and with inadequate equipment."

September 7 Sergeant Joseph C. Maloney, Corporal M. H. Stearns, and Private First Class Louis E. Vermon, Jr. departed to attend the Royal Observers' Corps School in Bedford.

On the same date the 352nd Squadron returned from Podington. The operation of a single squadron on a satellite field had not been a great success. This was due in a great measure to the fact that the field had not been completed and also to the fact that it was not suitable for heavy bombardment occupancy. Then too, the facilities for operation away from the group were considered inadequate at that time.

September 7 also marked the third consecutive day for an accomplished mission. The mission was carried out by 12 B-17s from the 301st and 18 B-17s from the 97th Group. Seven aircraft from the 352nd and five air-





craft from the 419th took off at approximately 0830 hours. Five attacked the Wilton Shipyards at Schiedam, two attacked the Railroad yards and station at Utrecht, and five were abortive. The latter five returned early to the base, two aircraft jettisoning their bombs into the sea. The route followed was: Base - Grafton-Underwood - Orfordness - Katwijk Aan Zee - Boskoop - Target - Point 50 02' N. 04 10' E. - Orfordness (5 aircraft) - Base - Grafton-Underwood - Orfordness - Harderwijk - Utrecht - Orfordness (3 aircraft). One FW 190 was reported destroyed, credited to Sergeants Wonderling and Leuning of plane number 124360, 419th Squadron.

Sergeant Robert K. Stone, waist gunner in the 419th Squadron, was hit by flak in the left leg, left arm, and on the left side of the face.

Sergeant Stone was the first member of the 301st to be wounded in action, and for his meritorious service was awarded the Purple Heart.

The Station commander issued the following commendation on September 7:

"The Station Commander wishes to congratulate all combat crews and service elements participating in the present operations for their courageous action and hard work, and orders them relieved from duty until 0900 hours tomorrow 9.9.42."

September 9 the final group of three enlisted men were sent to
The Royal Observers' Corps School at Bedford. This group included M/Sgt.
Archie J. McKenzie, Cpl. Leon J. Stepanik, and Private First Class Frank E.
Warren.

Sergeant John H. Ivery and Corporal Richard H. Van Norton departed





on September 15 for High Wycombe to attend a two weeks course in Map Instruction.

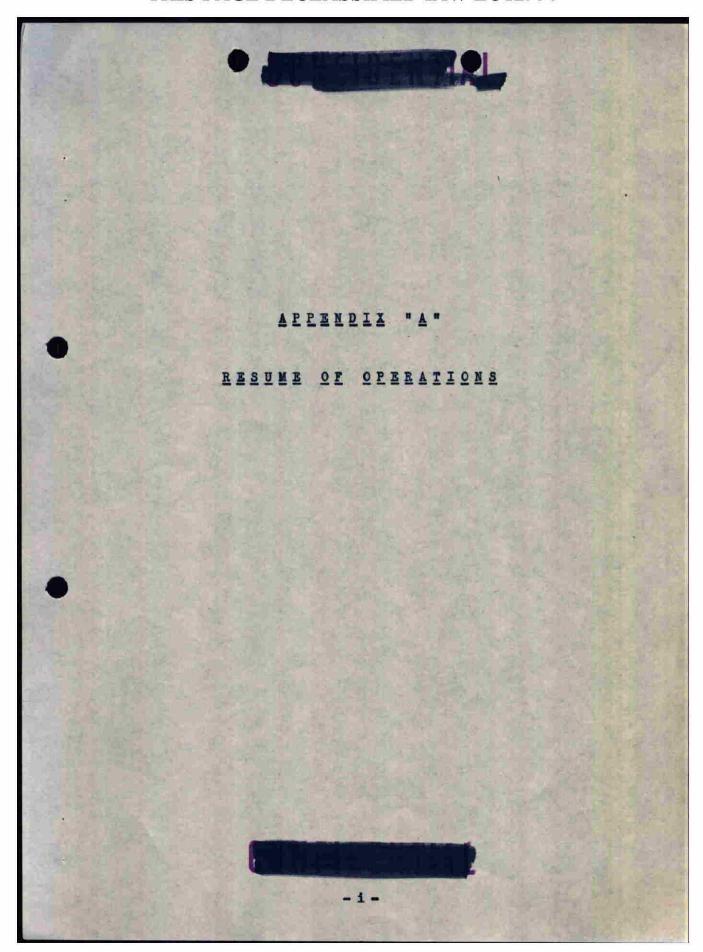
Mission Number Four (September 17) included twenty-four B-17s of the 301st and twelve B-17s of the 97th Group to attack the Potez Aircraft Factory at Meaulte. The operation was briefed, but was scrubbed; no planes took off. An abortive mission on September 16 was cancelled before briefing time. On September 19 The Fifth Mission, again to The Potez Aircraft Factory at Meaulte, was scrubbed after briefing.

The Sixth Mission, 26 B-17s of the 301st to attack the Maupertus Aerodrome at Cherbourg, took off at 1600, but due to bad weather at the coast, were recalled at 1705 hours. Bombs were jettisoned.

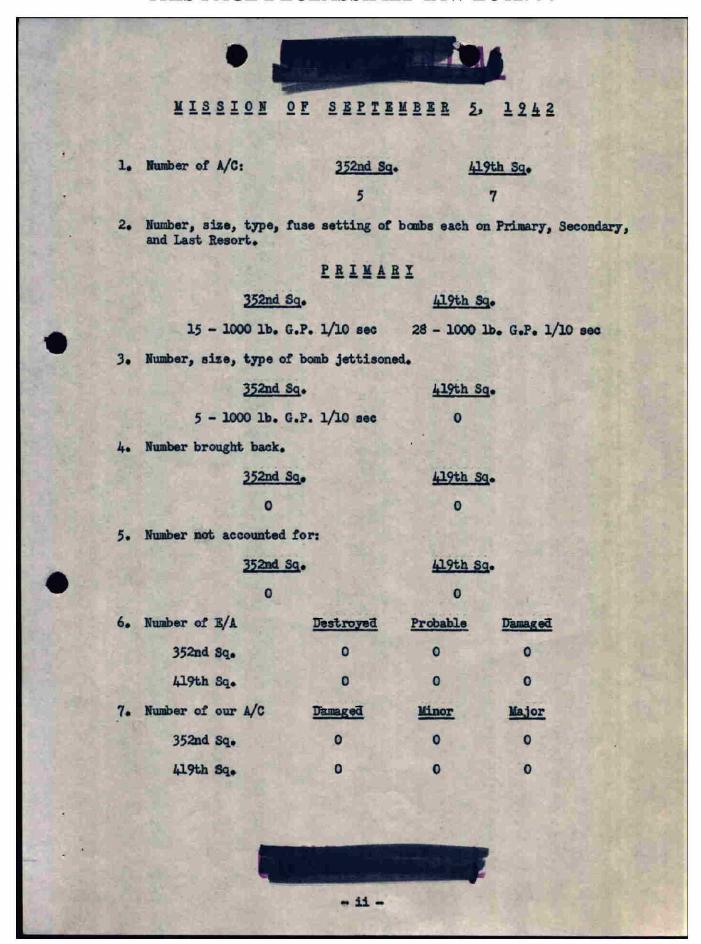
On September 29 a Red Cross Office, under the supervision of Mr. Thomas Morrison, Assistant Field Director, American Red Cross was set up to give full service to the men of Chelveston Station. The Red Cross Office was situated on the base near the General Mess Hall.

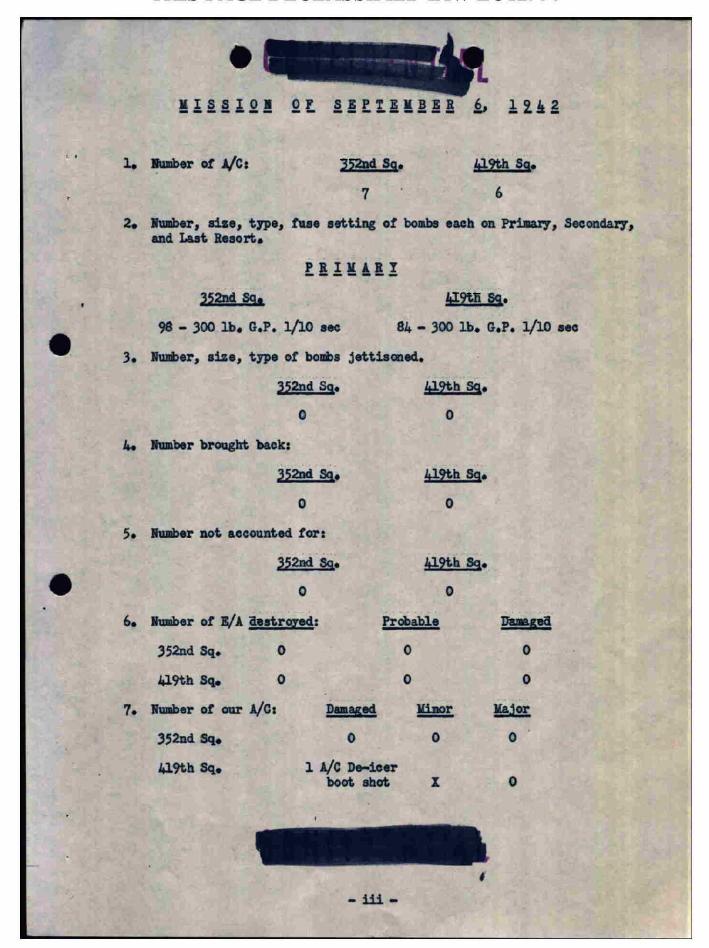
The officers and enlisted men below proceeded on October 1st to
Burton Wood Depot on temporary duty to ferry B-17 number 41-124348 to Chelveston: 1st Lt. John J. Sylvester, 2nd Lt. John H. Person, T/Sgt. Rex W.
Barada, and S/Sgt. Dale W. Hansen.



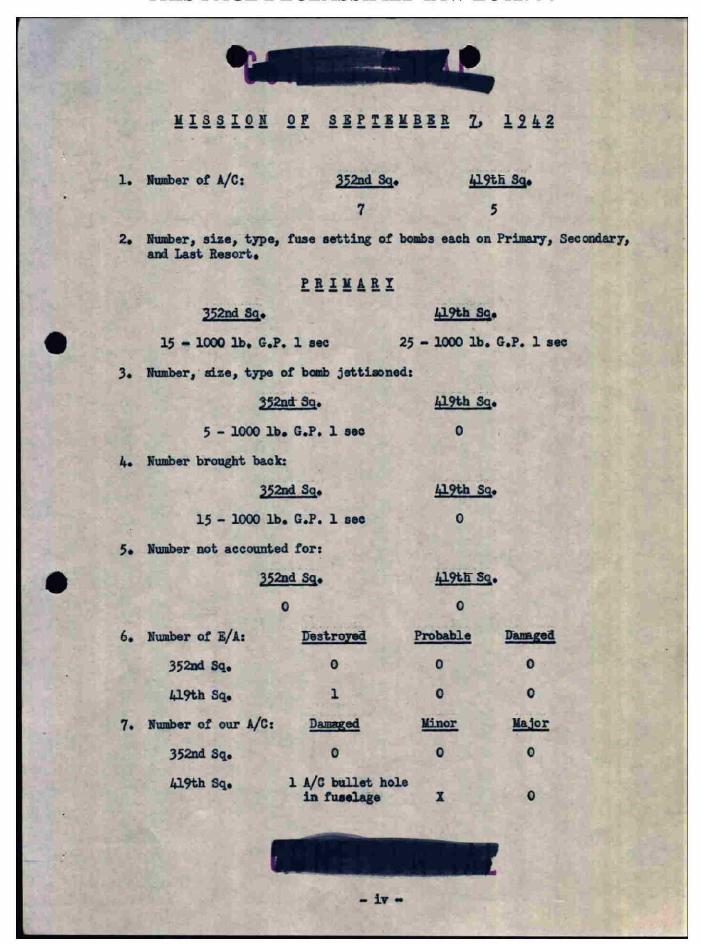


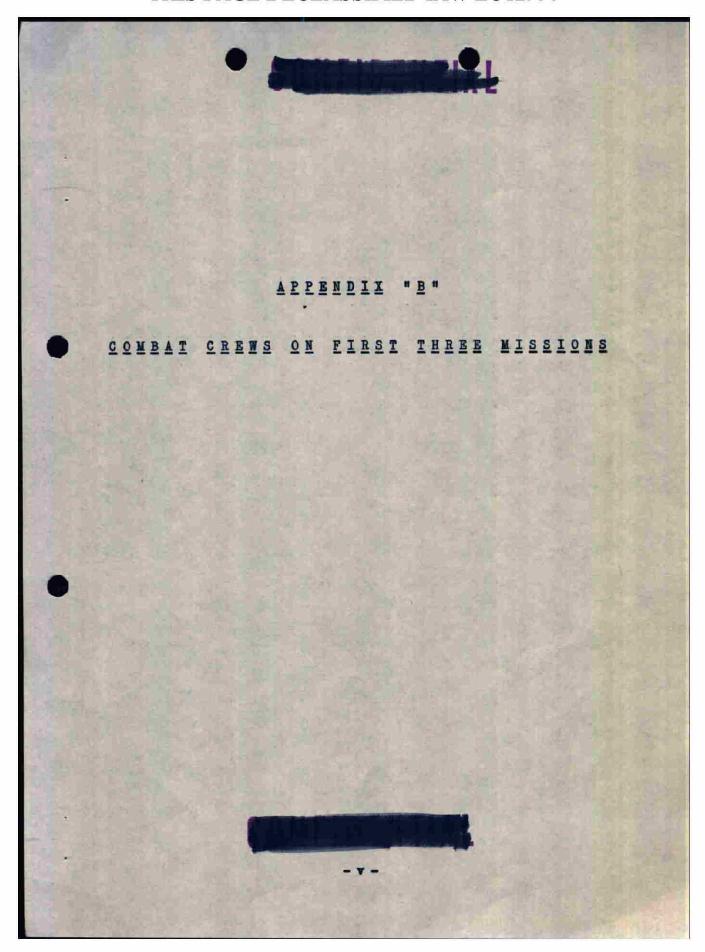
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419TH BOMBARDMENT SQUADRON

A/C Ne. 4390

Mode - Pilot Biesel - Co-Pilot Mellin - Navigator French - Bombardier Welker - Engineer Bullis - Asst. Engineer

Woolum - Radio Crossman - A. Radio Lashells - T. Gunner

A/C No. 4396

Stoddard - Pilot
MacLean - Co-Pilot
Wagg - Navigator
Cheney - Bombardier
Belleville - A. Engineer
Reed - A. Engineer
Dobson - Radio
Tucker - T. Gunner
Stevenson - Photographer

A/C No. 4367

Thomas - Pilot
Arnett - Co-Pilot
Riess - Navigator
Crimp - Bombardier
Martsching - Engineer
Webb - Asst. Engineer
D'Aguiar - Radio
Braham - Asst. Radio
Edwards - T. Gunner

A/C No. 4393

Harman - Pilot
Bridges - Co-Pilot
Berenson - Navigator
McPherson - Bombardier
Bianca - Engineer
Cain - A. Engineer
Birbeck - Radio
Stanley - A. Radio
Titus - T. Gunner

A/C No. 4395

Quick - Pilot Crowell - Co-Pilot Dymek - Navigator Smith - Bombardier Bauer - Engineer Gilbert - A. Engineer Spaulding - A. Radio Varner - T. Gunner

A/C No. 4362

Swenson - Pilot Slack - Co-Pilot Hoerster - Navigator Cockersole - Bombardier Dopp - Engineer Sears - Radio Schwaller - T. Gunner Bertsch - A. Radio

A/C No. 4360

Edmands - Pilot English - Navigator Benfield - Engineer Wonderling - Radio

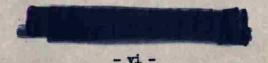
ct Carpine - Co-Pilot

Igator Constable - Bombardier

Inner Monson - A. Engineer

Iddio Godbey - A. Radio

Leuning - T. Gunner





352ND BOMBARDMENT SQUADRON

A/C No. 4422

Byerly - Pilot
Long - Co-Pilot
West - Navigator
Carlson - Bombardier
Switlik - Engineer
Schutt - Asst. Engineer
Preskitt - Radio
Mitchell - A. Radio
Muse - T. Gunner
Crockett - R. Gunner

A/C No. 4397

Dempsey - Pilot
Madeley - Co-Pilot
Thayer - Navigator
McAdams - Bombardier
Burdick - Engineer
Parcells - Asst. Engineer
Wacker - Radio
Eaton - Asst. Radio
Humbert - T. Gunner
Prothro - R. Gunner

A/C No. 4352

Brasher - Pilot
Middleton - Co-Pilot
Castle - Navigator
Zahn - Bombardier
Dudash - Engineer
Kopp - Asst. Engineer
Ystes - Radio
Herman - Asst. Radio
Sharp - T. Gunner

A/C No. 4418

Williams - Pilot
James - Co-Pilot
Montgomery - Navigator
Rathbone - Bombardier
Dobish - Engineer
Knutson - Asst. Engineer
Lerum - Radio
Schellpeper - Asst. Radio
Hanks - T. Gunner

A/C No. 4351

Condy - Pilot
McGee - Co-Pilot
MacAdams - Navigator
Rush - Bombardier
Webb - Engineer
Ramsey - Asst. Engineer
Watkins - Radio
Durbin - Asst. Radio
Harmon - T. Gunner

A/C No. 4404

Holman - Pilot
Jordon - Co-Pilot
McMurray - Navigator
Looney - Bombardier
Sanford - Engineer
Richardson - Asst. Engineer
Currie - Radio
Shaneyfelt - Asst. Radio
Clarke - T. Gunner

A/C No. 4372

(Detailed, but did not take off)

DuVal - Pilot Shoaf - Navigator Gibson - Engineer Whyte - Radio

Rawles - Co-Filot Wallard - Bombardier Hawler - Asst. Engineer Carrol - Asst. Radio

Self - T. Gunner





SECOND MISSION

419TH BOMBARDMENT SQUADRON

A/C No. 4362

Swenson - Pilot
Bidelspach - Co-Pilot
Hoerster - Navigator
Cockersole - Bombardier
Dopp - Engineer
Brock - Asst. Engineer
Sears - Radio
Bertsch - Asst. Radio
Schwaller - T. Gunner

A/C No. 4390

Mode - Pilot
Biesel - Co-Pilot
Mellin - Navigator
French - Bombardier
Welker - Engineer
Bullis - Asst. Engineer
Woolum - Radio
Crossman - Asst. Radio
La Shells - T. Gunner

A/C No. 4360

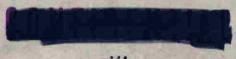
Edmands - Pilot
Carpine - Co-Pilot
English - Navigator
Constable - Bombardier
Benfield - Engineer
Monson - Asst. Engineer
Wonderling - Radio
Stone - Asst. Radio
Leuning - T. Gunner

A/C No. 4351

Condy - Pilot
McGee - Co-Pilot
MacAdams - Navigator
Rush - Bombardier
Webb - Engineer
Ramsey - Asst. Engineer
Watkins - Radio
Durbin - Asst. Radio
Harmon - T. Gunner
Prothro - R. Gunner

A/C No. 4367

Thomas - Pilot
Arnett - Co-Pilot
Riess - Navigator
Crimp - Bombardier
Martsching - Engineer
Webb - Asst. Engineer
D'Aguiar - Radio
Graham - Asst. Radio
Edwards - T. Gunner



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352ND BOMBARDMENT SQUADRON

A/C No. 4404

Holman - Pilot
Hair - Co-Pilot
McMurray - Navigator
Looney - Bombardier
Sanford - Engineer
Currie - Asst. Engineer
Richardson - Radio
Shaneyfelt - Asst. Radio
Clarke - T. Gunner
Fuka - R. Gunner

A/C No. 4396

Stoddard - Pilot
MacLean - Co-Pilot
Wagg - Navigator
Cheney - Bombardier
Belleville - Engineer
Golecki - Asst. Engineer
Dobson - Radio
Reed - Asst. Radio
Stevenson - Photographer
Tucker - T. Gunner

A/C No. 4418

Williams - Pilot
James - Co-Pilot
Montgomery - Navigator
Rathbone - Bombardier
Dobish - Engineer
Lerum - Asst. Engineer
Knutson - Radio
Schellpeper - Asst. Radio
Hanks - T. Gunner
Whalon - R. Gunner

A/C No. 4407

DuVal - Pilot
Rawles - Co-Pilot
Shoaf - Navigator
Wollard - Bombardier
Gibson - Engineer
Whyte - Asst. Engineer
Lawler - Radio
Carroll - Asst. Radio
Self - T. Gunner
Kyles - R. Gunner

A/C No. 4422

Byerly - Pilot
Rehmet - Co-Pilot
West - Navigator
Carlson - Bombardier
Morris - Engineer
Switlik - Asst. Engineer
Preskit - Radio
Mitchell - Asst. Radio
Muse - T. Gunner
Crockett - R. Gunner

A/C No. 4346

Quick - Pilot Crowell - Co-Pilot Dymek - Navigator Smith, J. M. - Bombardier Bauer - Engineer Gilbert - Asst. Engineer Robertson - Radio Spaulding - Asst. Radio Varner - T. Gunner

A/C No. 4409

Brasher - Pilot
Middleton - Co-Pilot
Castle - Navigator
Zahn - Bombardier
Dudash - Engineer
Kopp - Asst. Engineer
Yates - Radio
Herman - Asst. Radio
Sharp - T. Gunner
Byrnes - R. Gunner

A/C No. 4397

Dempsey - Pilot
Madely - Co-Pilot
Thayer - Navigator
McAdams - Bombardier
Burdick - Engineer
Wacker - Asst. Engineer
Parcells - Radio
Eaton - Asst. Radio
Humbert - T. Gunner
White - R. Gunner



THIRD MISSION

419TH BOMBARDMENT SQUADRON

No. A/C 4346

Quick - Pilot Crowell - Co-Pilot Dymek - Navigator Smith, J. M. - Bombardier Bauer - Engineer Gilbert - Asst. Engineer Robertson - Radio Spaulding - Asst. Radio Varner - T. Gunner

A/C No. 4390

Mode - Pilot Biesel - Co-Pilot Mellin - Navigator French - Bombardier Welker - Engineer Bullis - Asst. Engineer Woolum - Radio Crossman - Asst. Radio La Shells - T. Gunner

A/C No. 4393

Harmon - Pilot
Bridges - Co-Pilot
Berenson - Navigator
McPherson - Bombardier
Bianca - Engineer
Stanley - Asst. Engineer
Birbeck - Radio
Cain - Asst. Radio
Titus - T. Gunner

A/C No. 4367

Thomas - Pilot
Armett - Co-Pilot
Riess - Navigator
Crimp - Bombardier
Martsching - Engineer
Webb - Asst. Engineer
D'Aguiar - Radio
Graham - Asst. Radio
Edwards - T. Gunner





THIRD MISSION

352ND BOMBARDMENT SQUADRON

A/C No. 4351

Condy - Pilot
McGee - Co-Pilot
MacAdams - Navigator
Rush - Bombardier
Dove - Engineer
Watkins - Asst. Engineer
Ramsey - Radio
Durbin - Asst. Radio
Harmon - T. Gunner
Prothro - R. Gunner

A/C No. 4422

Byerly - Pilot
Kelso - Co-Pilot
West - Navigator
Carlson - Bombardier
Morris - Engineer
Preskit - Asst. Engineer
Switlik - Radio
Mitchell - Asst. Radio
Muse - T. Gunner
Dickman - R. Gunner

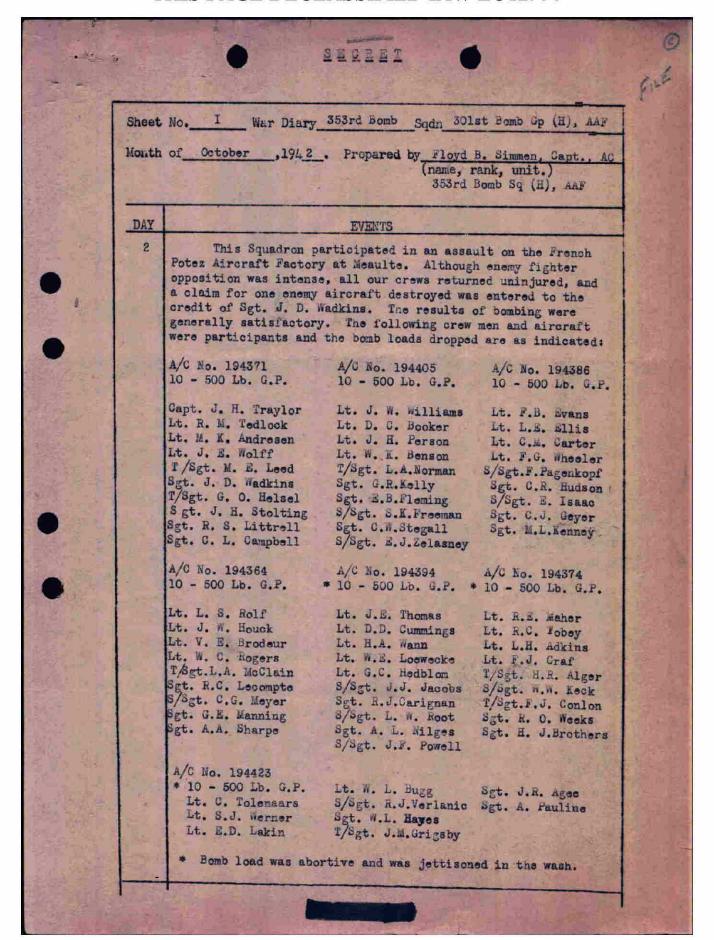
A/C No. 4403

Holman - Pilot
Jordon - Co-Pilot
McMurray - Navigator
Looney - Bombardier
Sanford - Engineer
Richardson - Asst. Engineer
Currie - Radio
Shaneyfelt - Asst. Radio
Clarke - T. Gunner
Fuka - R. Gunner

A/C No. 4397

Dempsey - Pilot
Madely - Co-Pilot
Thayer - Navigator
McAdams - Bombardier
Burdick - Engineer
Parcells - Asst. Engineer
Wacker - Radio
Eaton - Asst. Radio
Bouthillier - T. Gunner
White - R. Gunner

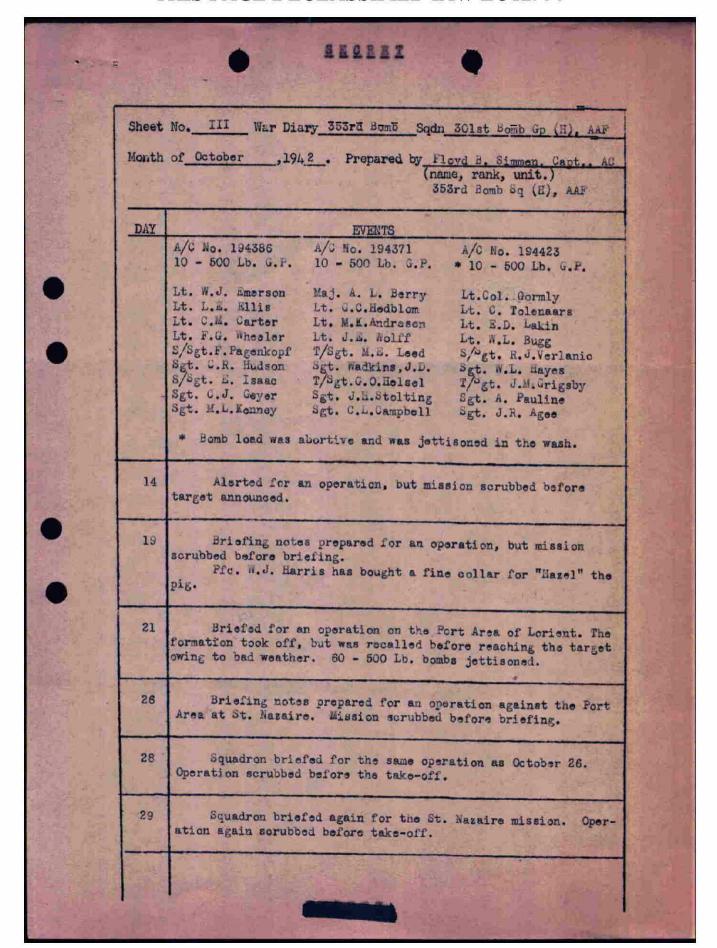




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SECRET Sheet No. II War Diary 353rd Bomb Sqdn 301st Bomb Go (H). AAF Month of October ,1942 . Prepared by Floyd B. Simmen, Capt. (name, rank, unit.) 353rd Bomb Sq (H), AAF DAY EVENTS Briefing notes prepared for an operation. Mission scrubbed before briefing. 7 Briefing notes prepared for an operation. Mission scrubbed before briefing. 8 Squadron kitchen opened. No further meals at the general mess. Squadron Cook, Pfc. W. J. Harris, has bought a pigsupposedly for fattening and Christmas Day consumption. The Squadron participated in an operation on the Locomotive Shops of the French Northern Railway at Lille. Enemy fighter opposition was the worst yet encountered, and two enemy aircraft were claimed destroyed by Sgt. C.L. Campbell and Sgt. J.H. Stolting, two more probably destroyed by Sgt. C.R. Hudson and Lt. W.E. Loewecke, and one damaged by Sgt. C.R. Hudson and Sgt. M.L. Kenney, jointly. All our crews returned uninjured. We were unsatisfied with the results of our bembing, due to being forced off our bombing run by an unidentified friendly formation. The following crewmen and aircraft were participants, and the bomb loads dropped are as indicated: A/C No. 194364 A/C No. 194394 A/C No. 194366 10 - 500 Lb. G.P. 10 - 500 Lb. G.P. * 10 - 500 Lb. G.P. Lt. L. S. Rolf Lt. J.E. Thomas Lt. L.W. Maxwell Lt. J. W. Houck Lt. D.D. Cummings Lt. R.P. Zoppi Lt. J. H. Person Lt. H.A. Wann Lt. R.R. Yahr Lt. W. K. Benson Lt. W.Z. Loewecke Lt. R.S. Wilkins T/Sgt.L.A.McClain S/Sgt. J.J.Jacobs T/Sgt. R.E. Gates Sgt. R.C.LeCompte Sgt. R.J. Carignan S/Sgt. R.L. Francis S/Sgt.C.G.Meyer S/Sgt. L.W. Root Sgt. A.L. Nilges S/Sgt. J.R. Wood Sgt. G.E. Manning Sgt. K.J. Lock Sgt. A.A.Sharpe T/Sgt. F.J.Conlon S/Sgt. T.P. Greeley Sgt. W. E. Shay S/Sgt. J.F. Powell * .Bomb load was abortive and was jettisoned in the wash.

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Sheet	No. IV War Diary 353rd Bomb Sqdn 301st Bomb Gp (H), AAF
Month	of October ,194 Z . Prepared by Floyd B. Simmen, Capt., AC (name, rank, unit.) 353rd Bomb Sq (H), AAF
DAY 30	St. Nazaire target briefed again. Mission scrubbed before take-off.
	Submitted by: **Regit Blums English FLOID B. SIMMEN, Captain, Air Corps, S-2, Historian.

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Sheet	No. 16 War Diary 419th Bomb Sqdn 301st Bomb Gp. (H) AAF
	of November ,1942 . Prepared by 1st Lt. E.A. Derby. A.C. (name, rank, unit.)
DAY	EVENTS
1	Briefing for mission which was cancelled before take-off. All the enlisted men, with the exception of one in each department, was released from duty for the afternoon. The Squadron History and the Squadron Diary, for the month of October, were submitted to Base Headquarters.
2	lst Lt. James M. Shaw of 353rd and 2nd Lt. Charles C. Tannehil of the 32nd were assigned to the 419th Bomb Sq. Capt. S. W. Eastman, flight surgeon, was transferred from the Squadron and lst Lt. L. B. London, medical doctor, was transferred into the Squadron. The First and the Second platoons met at 1730 hours. M/Sgt. Burton J. Kuhn, transferred to Group Headquarters. 2nd Lt. John B. Murphy was attached to Headquarters, 301st Bomb Group as Assistant Provost Marshall. 1st Lt. John A. Dymek attached to Group Headquarters as 301 Group Navigator. 1st Lt. John M. Smith attached to Group Headquarters as Group Bombardier.
3	A lecture was given on Ordnance and Aircraft Identification for all Combat Crew members.
4	The method of giving out Escape kits was revised. Briefing was given for mission which was postponed.
5	Class on Naval and Aircraft recognition was given for all Combat Crew members. A lecture on Security was given to the Squadron by Capt. McRae, Base Intelligence Officer, in the Gymnasium at 1500 hours
6	Inspection of Squadron by Col. R.R. Walker, Lt. Col. Agee, Major Speaker, Major Quick, 1st Lt. Farmer, First Sergeant J. P. Anglum; Squadron Leader Bennett and Squadron Leader Clayton.
7	Capt. C. W. Bird and Crew, all formerly of this Squadro were heas today.

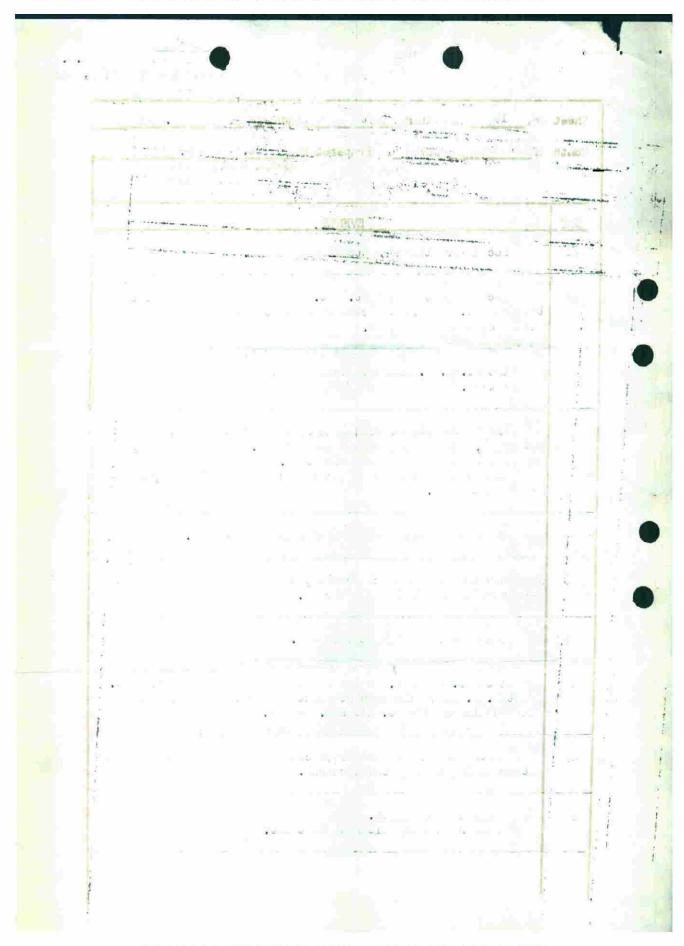
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Sheet	No. 17 War Diary 419th Bomb Sqdn 301st Bomb Gp. (H). AAF
Month	of November ,1942 . Prepared by 1st Lt. E. A. Derby, A.C. (name, rank, unit.)
DAY	EVENTS
7	Capt. P. J. O'Carroll with a minimum Crew, arrived with plane #42-5085 and 1st Lt. Swenson, with a minimum Crew, arrived with plane #42-5082. They went to Preswick, Scotland the 6th by train to ferry the planes back. The 419th Bomb Sq. participated in a mission to Brest Torpedo Boat Sheds. The participants met with much flak but practically no enemy aircraft. Sgt. Francis D. Crossman was injured slightly by flak. He received medical attention promptly on arrival at home airdrome. The bombs were jettisoned because of cloud cover over target. List of Combat Grews on page 17a.
8	The 419th Bomb Sq. participated in a mission to Lille Locomotive Carriage and Wagon Works. The attack was lead by our Commanding Officer, Major Quentin T. Quick. The participants met with much flak but little interference by enemy aircraft. The mission was considered a success as photos showed direct hits on target and large columns of smoke was seen to ascend into the sky after bomb bursts. A roster of Combat Crews will be found on page 17b.
10	A lesson in Code was given to the Commissioned Officers. 1st Lt. MacLean with a minimum crew took ship #5085 up for a test flight.
11	Class was held for all bombardiers in Drying room.
12	Special meeting of all Combat Officers and the C.O. in briefing room at 0900 hours. The subject was not revealed. Intelligence Section received office supplies from Group Intelligence.
13	An inspection of the Airdrome by General Spaats and His Royal Highness King George VI of England. Lt. Swenson and Crew members were requested to dine at the table with the King. This being an honor bestowed upon few. The honor was given in view of the heroic act which was accomplished at the time of Lt. Swenson's plane going down in the English Channel.

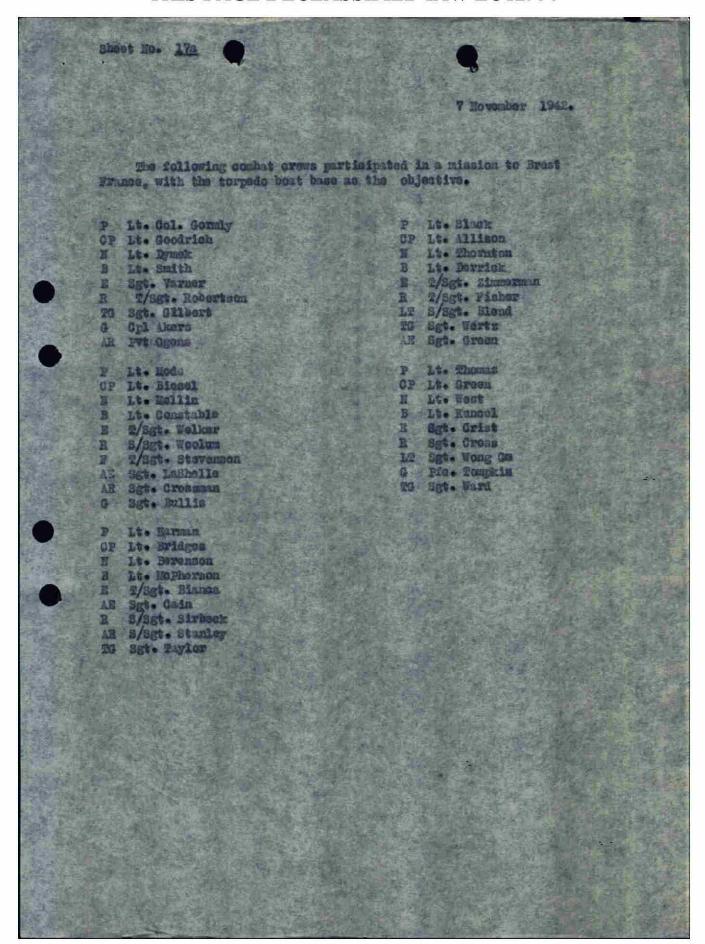
	No. 18 War Diary 419th Bomb Sqdn 301st Bomb Gp. (B), AAP
Month	of November ,19/, 2. Prepared by let It. R. A. Darby, A.C. (name, rank, unit.)
DAY	EVENTS
14	A clothing inspection for the purpose of checking on shortage was held by 1st Lt. Farmer and First Sgt. Anglum. "B" bags were packed and shipped in the afternoon.
15	A meeting of the enlisted man to rearrange the platoons. Seven of our planes flew local formation.
16	Four of our planes flew local formation. Class in engineering for all Combat Crews in briefing room, given by M/Sgt. Quist. Platoons 1 and 2 had formation at 1300 hours with rifles and empty packs, for purpose of marking. Platoon 6 had drill at 1300 hours. Platoon 7 had drill at 1500 hours.
17	Class in Drying room on engineering for all Combat Crew members. A two hour lecture beginning at 1330 hours in briefing room for all Combat Crew Members, given by Capt. Cranford. Marking of rifles and field equipment of the 3rd, 4th and 5th platoons.
18	The Convoy that transported "B" bags and freight to Liverpool retuned. First Sergeant James P. Anglum returned from business trip to London. No passes of any sort issued until further notice. Trucks were loaded with freight for another convoy. Communication Section received their radio truck.
19	A class for all Combat Crews on instruments given by M/Sgt. Francis M. Madden.

Sheet	No. 19 War, Diary 419th Bomb Sqdn 301st Bomb Gp. (H) AAF
Month	of November ,1942 . Prepared by 2nd Lt. Harry E. Maynard (name, rank, unit.)
DAY	EVENTS
20	Local formation flights of all planes.
21	Local formation flight. It. Swenson made a high altitude test flight. Due to the closing in of the home Airdrome was forced to land at another.
22	lst Lt. C. W. Mode and Crew departed for an unknown destination.
23	All of the flight echelon with the exception of two planes and crews, lst Lt Swenson and Crew and Lt. Harmon and Crew, departed for some foreign destination. Roll call of all men of ground echelon at 0800 hrs, 1300 hrs and 1600 hrs.
24	Close order drill of remaining ground echelon.
25	Advanced Maintenance Echelon, composed of seventy enlisted men and five Commissioned Officers.
27	Squadron formation at 1300 hrs.
28	lst Sgt. James P. Anglum was commissioned 2nd Lieutenant. S/Sgt L. T. Barbaglia appointed Acting First Sergeant of the Rear Echelon by 1st Lt. Glenn M. Farmer.
29	Ruts were filled and Areas cleaned which had been used and others being used by the Squadron.
30	Enlisted men payed. Laundry and Dry cleaning sent out.

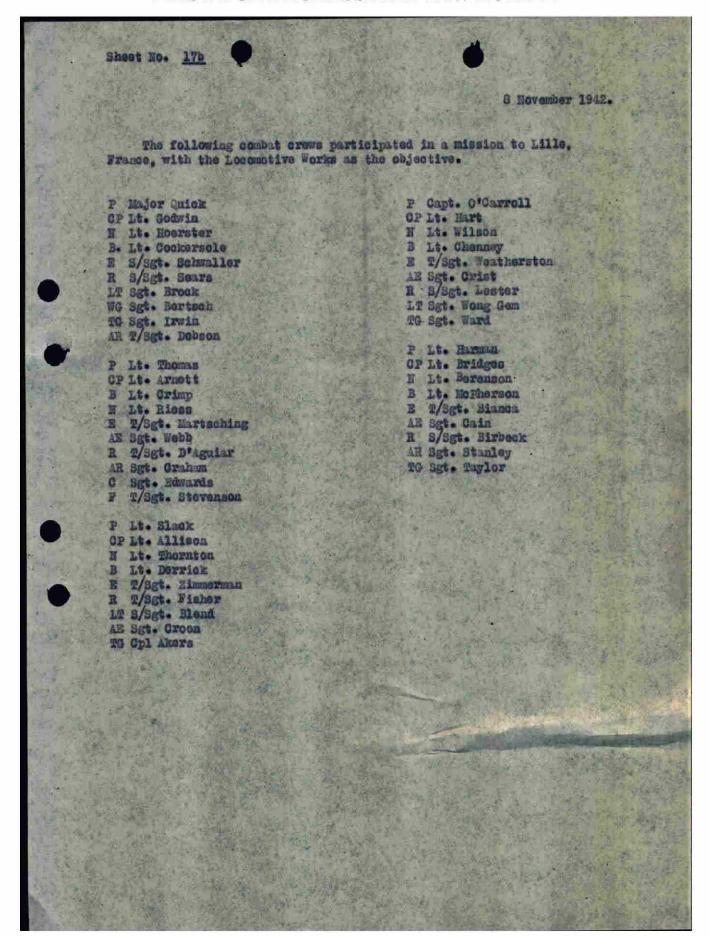
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